

Collisions by Roadway Classification

Table 9 compares the number of fatal, injury, and total collisions by urban and rural classification. Urban roadways are defined as those within the city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

Table 9 Comparison of Collisions by Roadway Classification: 2001-2005							
	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatal Collisions	230	261	261	240	243	1.3%	1.8%
Urban	40	47	43	47	49	4.3%	6.1%
Rural	185	183	218	193	194	0.5%	2.2%
Injury Collisions:	9,688	9,661	9,661	9,843	9,810	-0.3%	0.5%
Urban	5,329	5,577	5,515	5,738	5,996	4.5%	2.5%
Rural	3,902	4,111	4,146	4,105	3,814	-7.1%	1.7%
Total Collisions:	26,477	26,700	26,700	28,332	28,238	-0.3%	2.3%
Urban	15,752	15,676	15,841	17,101	17,504	2.4%	2.8%
Rural	10,338	10,801	10,859	11,231	10,734	-4.4%	2.8%

In 2005, 80% of fatal collisions occurred on rural roads, whereas 38% of all collisions occurred on rural roads. In Idaho in 2005, 90% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.³

The high percentage of rural roadways in Idaho may account for the fact that Idaho's fatality rate is consistently higher than the U.S. fatality rate.

Table 10 shows the number of collisions and collision rates on local and state system roadways (both interstate and non-interstate) for 2001-2005, and the number of collisions and collision rates statewide. Collision rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may result from a single collision.

Table 10
Collision Rates for Local and State System Roadways: 2001-2005

Roadway Information	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Local:							
VMT (100 millions)	65.9	63.7	64.0	67.3	67.5	0.3%	0.8%
Fatal Collisions	84	88	99	75	99	32.0%	-2.3%
Injury Collisions	5,216	5,424	5,538	5,465	5,648	3.3%	1.6%
Total Collisions	15,343	15,461	15,635	16,508	17,857	8.2%	2.5%
Fatal Collision Rate	1.3	1.4	1.5	1.1	1.5	31.6%	-2.6%
Injury Collision Rate	79.2	85.1	86.5	81.2	83.6	3.0%	1.0%
Total Collision Rate	232.9	242.6	244.2	245.2	264.4	7.8%	1.7%
State System (Non-Interstate):							
VMT (100 millions)	45.1	46.2	47.7	47.4	48.2	1.5%	1.7%
Fatal Collisions	98	108	112	112	107	-4.5%	4.6%
Injury Collisions	3,014	3,329	3,297	3,333	3,179	-4.6%	3.5%
Total Collisions	8,067	8,477	8,751	8,824	8,775	-0.6%	3.0%
Fatal Collision Rate	2.2	2.3	2.4	2.4	2.2	-5.9%	2.8%
Injury Collision Rate	66.9	72.1	69.2	70.3	66.0	-6.0%	1.8%
Total Collision Rate	178.9	183.6	183.6	186.0	182.2	-2.0%	1.3%
Interstate:							
VMT (100 millions)	32.0	33.1	32.3	33.5	34.0	1.5%	1.6%
Fatal Collisions	43	34	50	53	37	-30.2%	10.7%
Injury Collisions	1,001	935	826	1,045	983	-5.9%	2.8%
Total Collisions	2,680	2,539	2,314	3,000	1,606	-46.5%	5.2%
Fatal Collision Rate	1.3	1.0	1.5	1.6	1.1	-31.2%	9.8%
Injury Collision Rate	31.3	28.2	25.6	31.2	28.9	-7.3%	1.0%
Total Collision Rate	83.7	76.6	71.6	89.6	47.2	-47.3%	3.4%
Statewide Totals:							
VMT (100 millions)	143.0	143.0	144.0	148.2	149.7	1.0%	1.2%
Fatal Collisions	225	230	261	240	243	1.3%	2.6%
Injury Collisions	9,231	9,688	9,661	9,843	9,810	-0.3%	2.2%
Total Collisions	26,090	26,477	26,700	28,332	28,238	-0.3%	2.8%
Fatal Collision Rate	1.6	1.6	1.8	1.6	1.6	0.3%	1.4%
Injury Collision Rate	64.6	67.7	67.1	66.4	65.5	-1.3%	1.0%
Total Collision Rate	182.5	185.1	185.4	191.1	188.6	-1.3%	1.6%